C9700-3 5/2/83

THE WEEKLY OF
BUSINESS AVIATION

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AVIATION GROUPS ASK CONGRESS FOR INCREASED FAA FUNDING

A group of 14 aviation organizations last week appealed to transportation appropriations subcommittees of both the House and Senate to restore fiscal 1984 funding for FAA's airport improvement and facilities and equipment programs to the levels authorized last year in the Airport Improvement Program. The groups pointed out that the FAA capital investment programs "are 100 percent user-funded and aviation user revenues have already been contributed to fund the expenditure levels we are recommending." Instead of the authorized level of $993.5 million for airport grants and $1.393 billion for F&E, FAA is seeking levels of $700 million and $1 billion respectively.

John Ralph of the Air Transport Association said the $1.393 billion level for F&E is "absolutely essential" to insure the success of FAA's airspace modernization program. He added that additional cuts in F&E proposed recently by the Senate Budget Committee *(BA, April 25/129)* "portend the crippling of the modernization effort."

John Winant, president of the National Business Aircraft Association, said last year's enactment of the AIP bill—which authorized the higher spending levels based on the amount of revenue higher taxes would generate—"was a good faith bond between the Administration, Congress and the users." Winant charged that bond is now being "very severely tested" because of the Administration's efforts to cut spending. He said there is "no way airways modernization can begin effectively at these reduced levels." Alan Stephen, vice president-operations of the Regional Airline Association, told the Senate subcommittee that "we're only eight months into the AIP program and we're nearly three-quarters of a billion dollars short of what we agreed to."

A number of those testifying called on the committee to invoke penalty clauses in the AIP program and reduce use of Trust Fund revenues to pay for FAA's operations and maintenance budget if capital improvement programs are not fully funded.

MARKETING PROGRAM FOR 340 AIRCRAFT TO BE HEADQUARTERED IN LONDON

Marketing efforts for the new 340 aircraft being developed by Saab-Scania of Sweden and Fairchild Industries Inc. will now be handled by a new joint venture company based in London, Saab and Fairchild announced last week. As previously reported, original 340 marketing plans called for Fairchild Aircraft Co. officials in San Antonio, Tex. to handle North American sales of both the commuter and corporate versions of the 34-seat aircraft. That plan was dropped in March, however, when the decision was made to give primary marketing responsibility to the joint venture company. As a result, Fairchild abruptly terminated two senior marketing executives who had been hired in mid-1982 to handle 340 marketing in North America *(BA, March 21/89).*

Last week's announcement said the Saab-Fairchild joint venture is forming Saab-Fairchild International, "which will have responsibility for the worldwide marketing of the Saab-Fairchild 340 aircraft." The new group will report to Thomas Turner, president and chief executive of the Saab-Fairchild joint venture, and will be headed by Philip G. Dunnington, who was named managing director of Saab-Fairchild International.

(Continued on the following page)

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NASA'S Johnson Space Center in Texas has awarded a $6.9 million contract to U.S. Aircraft Sales Inc., McLean, Va. for lease with an option to buy a used Gulfstream II aircraft. The G-II will be modified into a Shuttle Training Aircraft to increase the size of the STA fleet to three.

* * *

SUBURBAN AIRLINES, Reading, Pa., reported a loss of $23,786 on revenues of just under $4.1 million for the quarter ended March 31, compared to profit of $115,927 on revenues of $3.7 million in the same period last year. Suburban said revenue from commuter operations was impacted by the recessive economy and "the dislocation of passengers from below-cost discount fares of other airlines."

* * *

MITSUBISHI AIRCRAFT INTERNATIONAL said its Diamond I business jet has been certificated by FAA for flight into known icing conditions.

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FREDERICK W. SMITH, chairman and chief executive of Federal Express Corp., was elected to the additional position of president, following the resignation of Peter S. Willmott *(BA, April 25/134).* In addition, James L. Barksdale, senior vice president-data systems, was named executive vice president and chief operating officer, effective June 1.

* * *

NATIONAL AIR TRANSPORTATION ASSOCIATION has changed the date for its 1984 convention in Washington, D.C. Convention had originally been planned for next April, but will now be held March 18-21, 1984 at the Shoreham Hotel in Washington. For more information, contact NATA at (202) 965-8880.

* * *

FEDERAL AVIATION ADMINISTRATION has proposed special type certification conditions for the General Electric CT7 turboprop engine because the engine will incorporate a propeller brake, an item that is not covered in existing safety regulations. GE said the propeller brake will allow the propeller to be brought to a stop while the gas generator portion of the engine remains in operation, thereby allowing the engine to continue functioning as an APU during ground operations while reducing the possibility of injuries to persons on the ground from a moving propeller. FAA is proposing to require: 45 hours of operations with the propeller brake engaged; a total of 400 application-release cycles of propeller brake engagement; and, at least 100 engine starts and stops with the propeller brake engaged. Comments on the proposal should be submitted by June 1 to: FAA, Office of the Regional Counsel, Attn: Rules Docket No. 82-ANE-49, 12 New England Executive Park, Burlington, Mass., 01803.

* * *

GENERAL AVIATION DISTRICT OFFICES at Des Moines, Iowa, Lincoln, Neb. and Wichita, Kan. were redesignated as Flight Standards District Offices by FAA effective May 1. Each new FSDO has assumed responsibility for all flight standards functions within its geographical area of jurisdiction.

* * *

SIKORSKY AIRCRAFT, Stratford, Conn., has appointed Peter K. Chapman vice president-international program management. In the newly created position, Chapman will be responsible for planning, control and execution of international co-production, joint venture and offset agreements with foreign businesses and/or governments. He will also manage all international programs following the execution of sales agreements for such programs, reporting to William F. Paul, executive vice president. Chapman joined Sikorsky from Pratt & Whitney Aircraft Canada where he was vice president-systems and staff services.

* * *

FEDERAL AVIATION ADMINISTRATION has reopened the comment period on a proposed advisory circular (AC) that sets forth acceptable means of compliance with the provisions of FAR Part 25 of the FARs pertaining to the certification requirements of active flight controls. Comment deadline, which was extended after requests from the aviation industry, is now May 18, 1983. For more information, contact: Iven Connally at (206) 764-7053.

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AIRPORT AND AIRWAY TRUST FUND had a balance of just over $4.5 billion at the end of February, the latest month for which statistics are available *(see chart on the back of this page).*

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